Mr. K. M. Ibrahim.—May I know where is the lack of clearness here?

Mr. V. K. Aravindaksha Menon.—I will request the Member to explain the question.

Mr. K. M. Ibrahim.—I want to know the rate of substitution of human labour with mechanical power in this country which has been going on for the last so many years—whether it is progressing satisfactorily or not.

Mr. V. K. Aravindaksha Menon.—You say 'the rate of equipment of human labour with mechanical power'. How can it be explained?

Mr. K. M. Ibrahim.—Some of the very inconvenient man-feeling labour is in civilised countries substituted by machinery and mechanical power.

President.—Please give some concrete examples.

Mr. K. M. Ibrahim.—For example, in our State, husk-beating should be done with machinery or we must have some contrivance by which it can be done. That is substitution of human labour with machinery.

Mr. V. K. Aravindaksha Menon.—I can only say that in general, there has been an increase of the use of machinery in the State during the last ten years.

Mr. K. M. Ibrahim.—I was asking about definite statistics. Can the Government kindly supply that at their earliest opportunity?

Mr. V. K. Aravindaksha Menon.—I can make an attempt.

Mr. K. T. Mathew.—May I know whether the Government brought this to the attention of the President of the Council that this question is not clear?

Mr. V. K. Aravindaksha Menon.—The question was not clear as to what exactly the Member wanted.

Mr. K. M. Ibrahim.—May I know why no requisition was made earlier?

Mr. V. K. Aravindaksha Menon.—We thought we would ask the Hon'ble Member to make it clear.

Smallest Motor boat for passage-traffic.

27. **Mr. K. M. Ibrahim.**—Will the Government be pleased to state the capacity of the smallest motor boat for passage-traffic ever since the P. W. D. began to license boats?

Mr. V. K. Aravindaksha Menon.—Capacity—2 tons.

Levies on small boats.

28. **Mr. K. M. Ibrahim.**—Will the Government be pleased to state all the details (the respective heads and amounts, etc.) of Government levies including income-tax on the motor boat mentioned in the above question?

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Mr. V. K. Aravindaksha Menon.—The recoveries in respect of the boats of two tons capacity are:—

(1) Inspection fee Rs. 50.
(2) License fee Rs. 16.
(3) Painting charges 0—4—0.

No income-tax is now being levied on motor boats.

Raising of License fee.

29. Mr. K. M. Ibrahim.—Will the Government be pleased to state the reasons for doubling the original license fee of motor boats from Rs. 4 to Rs. 8 per ton?

Mr. V. K. Aravindaksha Menon.—The license fee recoverable according to the canal rules is Rs. 8 per ton and so there has been no increase.

Levies on motor and steam boats.

30. Mr. K. M. Ibrahim.—With reference to the questions above and below, will the Government be pleased to state whether they are aware that the multiple levies on motor boats present a clear case of inequitable and disproportionate taxation and if they are so aware, what they intend to do to remove the defect?

Mr. V. K. Aravindaksha Menon.—The Government are not aware.

No reply is necessary to the latter part, in view of the above reply.

Municipal tolls on the boats.

31. Mr. K. M. Ibrahim.—Will the Government be pleased to state how they intend to justify Municipal tolls on the boats that make use of the jetties and wharves of the P. W. D. at Ernakulam and Cochin for which they are already being charged by the P. W. D. in the form of fees for tonnage license, inspection license and other licenses?

Mr. V. K. Aravindaksha Menon.—The Municipality collects landing fees under the Municipal Regulation and the rules framed thereunder. In return they provide such conveniences as roads, lighting, sanitation and other Municipal services. The fees realised by the P. W. D. are for the licensing and inspection of boats under the Canals and Backwater Regulations and the rules framed thereunder. The two sets of fees are levied for two different purposes.

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